

Trade to call his attention to the congestion of the ports, and to make a series of recommendations, including the pooling of privately-owned *Shipowner* railway trucks ; the co-ordination of *Board of Trade* military and commercial demands ; penal rents on goods not promptly removed from quays ; and an enquiry into the question of labour at the ports. Strong but unavailing resolutions were also passed by the Diversion of Shipping Committee in the course of 1915 as to the need for dealing with port congestion. Their representations, says Mr. G. E. Fayle* were either ignored or went astray in the mazes of departmental routine. It was nearly ten months after the January deputation before the Port and Transit Executive Committee was set up to deal with the matter. It at once began what developed into a persistent struggle with the recruiting authorities to prevent men being called up for the Army from the ranks of dockworkers.

Among the reasons urged for the restriction of imports by the Shipping Control Committee in their *Recommendation* memorandum of 10th February, 1916. *Conditions of Shipping* on this subject occurs the following *Shipping Control* statement:—

" The reduction in imports would give an opportunity to the ports to clear their congestion, and in the meantime the Port and Transit Executive

Committee would, it is hoped, be able to reorganise the work of the ports. A number of warehouses and stores in the country would be cleared, and be enabled to take quicker deliveries when the full flow of ordinary traffic is afterwards resumed."

* "The War and the Shipping Industry," p. 152.